

The Weekly Chronicle.

MEN BEHIND THE ENGINES.

In summing up the results of the naval victories at Santiago it is well to remember that the men behind the guns and the men who look after the machinery in our great warships contribute much to the fighting power of our navy. If we excel in any department it is that of engineers. In this country it is not a disgrace for a man to soil his hands or his clothes in work about machinery. There is no reluctance on the part of the best trained and ablest experts to come to close quarters with engines and machinery.

The chief engineer of a vessel ranks with the captain. He and his assistants often play as important a part in the efficiency of a vessel as the captain and the men behind the guns. If the Oregon had not been well officered in its engineer department that battleship never could have made the extraordinary journey around the continent. If the engineers of all our battleships in front of Santiago had not been of the very best, if they had not had control of the machinery that contributes to the speed of war vessels, and if they had not been moved by enthusiasm as ardent and by courage as high as the men who were doing the fighting, the Brooklyn and Oregon would not have overtaken the fast cruisers of the Spanish fleet.

The truth is that the work in the engineer department is up to the very highest standard in American warships. Engineers take as much pride in their work as the captains and their subordinates. As many inducements are offered to high class young men to enter the engineer department as to enter any other. It is not so in the Spanish navy. The Spaniards of the military or naval class do not take kindly to what they describe as the dirty work about the ship. On many of the Spanish vessels the engineers have been educated abroad and have less interest in their work than if they were Spaniards. In our navy the engineers are full of the American spirit and are as proficient as the schools and experience can make them.

In every engagement in which the American fleet has participated there has been enthusiasm from the lowest man to the highest. Correspondents on board the great battleships say that every man seems to be in love not only with the ship itself, but with every foot of space that is associated with his duty. With the finest of modern guns, with the best gunners, with the latest improvements in propelling machinery, and with engineers as fond of machinery as a horseman is fond of a horse, our navy has not only great fighting power, but great seaworthiness. The ships are handled well because they are manned and officered as are few other ships in the world.

TWO PHASES OF WAR.

War as waged by the Americans in Cuba has two hands. While one is striking at the Spaniards, the other is feeding the hungry Cuban soldiers and their families, and may be called upon to feed the Spaniards themselves.

The European and other correspondents with General Shafter's army say that no more touching spectacle was ever witnessed than when General Garcia's half-starved Cubans received a plentiful supply of food from the army that had come to their relief. It does not matter that the Cubans, in their response to the American movement for their relief, have disappointed the expectations of the people; it does not matter that when the test has come there are 5,000 Cubans in the army of Eastern Cuba instead of 20,000. The main point is that the United States government has, without question or quibble, reached out well-filled hands to the starving people. The main point is that while the government is pushing an army to the front, it is not forgetting the people who have been persecuted.

CERVERA'S TRIBUTE TO HOBSON

An incidental remark made by Admiral Cervera throws a strong

side light upon the achievement of Hobson and his brave companions. In his direct reference to Hobson Cervera gives the impression that, while the old admiral admired the bravery of Hobson, he regarded the plan to obstruct the entrance to the harbor a failure. The very fact that the entire fleet was able to sail out of the harbor was in itself demonstration that it had not been bottled up. It is true that the ships were able to get out, but they could not come out under cover of darkness, and that was the factor in the case that doomed them to destruction.

The admiral explained in the side-light remarks referred to that his intention was to come out Saturday night, but that he had to wait until morning because no searchlight from the American fleet was thrown upon the channel and he could not steer clear of the wreck in the dark. If the Merrimac had not been sunk in his way he could have stolen out and perhaps got away under cover of night.

To have come out in the face of a searchlight would have been to fall into the hands of an expectant and prepared foe. Such a light would certainly be turned on the passage, if at all, for the sole purpose of detecting the first indication of an attempt to escape. It follows that the wreck of the Merrimac was a greater success than it would have been had it rendered the passage absolutely impassable. It closed the door of escape, rendering it necessary for the Spanish fleet to choose between staying in and being captured or going out under conditions which meant destruction. Hobson and his brave companions did not fully accomplish their intention, but it was another case of building better than they knew.

THE WORK OF OUR FLEETS.

In the civil war the ships devised by Americans revolutionized the navies of the world. At the present moment all navy departments are studying the extraordinary features of the battle between the fleets at Santiago. On one side four heavily armored cruisers were smashed up with a loss of hundreds, and on the other not a ship was harmed, while the casualty list was one killed, two wounded.

This is war with terrible slaughter for one combatant and practically immunity for the other. If this condition were permanent there would be no more war. But the Spanish were not aware that their navy was impotent. When their fleet at Manila was destroyed they claimed that it was unarmored and outclassed. But at Santiago they had four of the finest armored cruisers extant. Their belt of steel was twice as thick as that of the Brooklyn, a ship that punished them terribly, without injury to herself, though the Spanish fire was concentrated upon her. Even the little Gloucester, which was in the thick of the fight, escaped the slightest damage. The speed of the Oregon and the Brooklyn prevented the escape of the Colon, and so the victory was rendered complete.

In looking over the results of this battle, the Spanish must be amazed to find that they used their splendid implements with so little effect in a battle lasting over two hours. Such intense humiliation is new to the Spanish navy, even though its modern record is one of continuous defeat. At Santiago Cervera, a life-long sailor, was crushingly beaten without getting in a counter blow. The inference is natural that Watson would smash up Camara in the same manner, and it is quite reasonable to suppose that the Spanish admiral would not venture to fight in the light of what is now known of the remarkable efficiency of the American navy. After two such disasters as those at Manila and Santiago the proper course is to study causes and keep out of range. The prestige of victory is with the Americans. They know what they can do with their ponderous ships and big guns, as well as with the lighter weapons of warfare. Spain has nothing left with which to face us on the ocean, and the acknowledgment of the fact is wise.

Naval departments abroad are

asking how the Americans accomplished this wonderful exploit. An answer to the question is of supreme importance to them. Spain has shown that a nation may own fine, modern, armored ships and yet be utterly helpless on the ocean. The Spanish sailors were not lacking in courage. The Spanish guns were almost equal in caliber to the American. Where, then, was the all important difference? Every naval publication will try to clear up the matter.

It is admitted that the American crews are superior in intelligence and energy. Their training has been far more thorough. They handle the mechanism of an armored warship to better advantage. Their tactics are more direct and aggressive. Fighting is their trade, and they never shirk it. One of the captains of an American cruiser has hung up on his ship a motto that the best way to escape the enemy's fire is to give him two shots for one. The projectiles hurled upon Cervera were a blinding storm. Every shot was aimed by skilled hands. The result was a certainty. To reach the American level other navies must produce crews of equal character, skill and vigor, and ships equally good.

The regular troops of the United States army have done so exactly what was confidently expected of them that their splendid performance before Santiago has excited less comment than have the equally heroic deeds of the volunteers. We all accepted as a matter of course that the regulars and their West Point officers would act up to the high standard fixed by the history of their organization. But matters of course should not pass without recognition. All but three regiments of the army which accompanied Shafter are regulars, well trained, perfectly disciplined, hardy, intelligent American soldiers, officered by men whose superiors are not found in the armies of the world. The work of the regulars has proved this.

The stories of the destruction of Cervera's fleet told by the different commanders unite in praising the valor of the Spanish sailors. Our naval commanders do not hesitate to give full credit to the fighting qualities of the foe, and the expressions of generous sympathy to which they give utterance are worthy of the bravest captains in the greatest navy of the world.

The Congressional Record of the future will tell us how the gentleman from Hawaii, in reply to the gentleman from Luzon, denied that he had charged the gentleman from Cuba with making an unfair statement in regard to the position of the gentleman from Porto Rico. And then, more than ever, will the gentleman from Georgia want to know where he is at.

General Miles expressed himself before leaving Washington in a generous and manly way regarding the soldierly qualities of General Shafter, and left no room for doubt as to the confidence he reposes in the man who has thus far conducted the campaign against Santiago.

When the news of the destruction of Cervera's fleet reached the New England coast the sigh of relief that went up from Cape Cod was heard distinctly at Bar Harbor.

We have established ourselves in the estimation of the world not so much by whipping Spain as by demonstrating our ability to handle a country nearer our size.

The United States navy is constructed principally of iron wills and throbbing hearts of steel.

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Removes Pimples, Prevents Biliousness, Purifies the Blood, Cures Headache and Vertigo. A movement of the bowels each day is necessary for health. They neither grip nor weaken. To convince you, we will mail sample free, or full box for \$1.00. Sold by druggists. DR. BOSANKO CO. Phila. Pa.

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PERSONAL MENTION.

Saturday's Daily.

Mrs. R. Elliot, of Prineville, is in the city.
J. H. Sherar, of Sherar's Bridge, was in the city yesterday.
J. F. Asher, of Mitchell, is registered at the Umatilla House.
Rev. R. Hargraves, of Grass Valley, spent yesterday in the city.
M. Evans and wife, of Hood River, is in the city for a short visit.
Mrs. H. P. Belknap, of Prineville is registered at the Umatilla House.
J. M. Finlayson, of Antelope, is in the city attending to business matters.
Wallace Fargher left yesterday for the mountains to look after his sheep interests.
Mr. and Mrs. Truman Butler will leave this morning for Jewett's place, at White Salmon.
C. H. Monroe, business manager of the Somers Family Comedy Co., was in the city yesterday.
Mrs. Hugh Glenn and her daughters, Misses Grace and Hattie, came up on boat last evening.
Mrs. Inez Hinman, of Dufur, came down from Wasco yesterday and left for her home last evening.
Captain Shafter, business manager of the Shafter Transportation Co., came up on the Dixon last evening.
Mr. Thomas McKaver, of Los Angeles, is visiting at the residence of his aunt, Mrs. B. M. Sinnott, in this city.
Miss Eva Heppner, who has spent several weeks with relatives in Portland, returned on the 11:45 train last night.
Miss Lizzie Brogan, of Antelope, and Misses Katie and Della Brogan, of this city, left for Portland on the boat yesterday.
Mrs. Fred Blandon and three children arrived in the city yesterday from Iowa and will make their home here in the future.
J. W. Armsworthy, of the Wasco News, spent yesterday in the city, leaving for his home last evening on the 5:20 train.
Miss Annie Wentz, who has been visiting friends in the city for the past few weeks, will return to her home in Portland today.
Mrs. Eshelman and daughter went to Dufur this morning, where they will join Dr. Eshelman, who will practice in that place in the future.
Mrs. N. W. Wallace, who has been visiting her daughters, Mrs. Morgan and Mrs. Herbert, will return to her home in Antelope today. Mrs. Wallace is particularly anxious to reach home on account of the conflagration which occurred there; but which spared their home.

Sunday's Daily.

John Hanna, of Boyd, spent yesterday in the city.
Mrs. Emil Schantz, of Antelope, is visiting friends in the city.
Miss Pearl Van Bibber, of Lyle, came up on the boat last evening.
Miss Nona Francisco returned last evening from a trip to Portland.
J. S. McMeen and wife are in the city from their home in Crook county.
Mrs. H. M. Hill and daughter, of Dufur, are at the Umatilla House.
Hugh Glenn returned last evening from Cascade Locks on the 5:20 train.
Rev. Jos. DeForest went to Goldendale yesterday, where he will hold services today.
Miss Vergie Cooper arrived on the 11:40 train last night from Portland, and will visit her parents.
E. B. Dufur and son, Bernie, left this morning for Southern Oregon, where they will remain for some time.
Mrs. D. P. Ketchum returned on the boat yesterday from Portland, where she has spent a few days with friends.
J. P. O'Brien, general superintendent of the O. R. & N., and D. W. Campbell, chief train dispatcher, were in the city yesterday.
W. Bolton, of Antelope, who has been in the city for several days, left for his home yesterday. He has made full arrangements to re-build his store in that city in the near future.

Tuesday's Daily.

A. J. Brigham, of Dufur, spent Sunday in the city.
Dr. Geisendorfer went to Dufur yesterday on business.
F. N. Jones, of Sherar's Bridge, is at the Umatilla House.
C. B. Doon, an Antelope sheep man, was in the city yesterday.
Miss Cassie Thornbourn, of Kingsley, is visiting friends in the city.
J. W. Moore, of Hood River, is registered at the Umatilla House.
Dr. O. C. Hollister returned last night from a professional call to Mosier.
D. P. Ketchum, went to the Locks yesterday, returning on the 5:20 train.
J. A. Gulliford, a preceptor farmer from the Dufur vicinity, is in the city on business.
George Ernest Stewart returned last evening from a visit to friends in McMinnville.
Homer Angell spent yesterday visiting friends at Hood River, returning on the Dixon last evening.
Miss Annette Michell returned Sunday from a ten days' visit with Miss Eva Slusher, near Dufur.
Harry Liebe and Sam Thurman left on the boat yesterday morning for Wind River, where they go on a fishing trip.
Ralph Rowland spent yesterday attending to business matters at Hood River and returned home last evening.
Olive and Cora Hennigan arrived from the East yesterday morning and left that afternoon to visit their brother, Lew Hennigan, of Wapinitia.
Rev. W. R. Butcher left yesterday morning for his home in Chandlerville, Illinois. His visit in this city was a very pleasant one, most of the time being spent in renewing old acquaintances.

Battles and Diseases.

This is the story of one who participated in many naval and infantry engagements during the war. From wounds received then he suffered for years, but to-day, rejoices in renewed strength.

There is a distinctly peculiar halo that invests the being of an old soldier in the eyes of the present generation. The sight of him arouses a feeling of admiration for his brave deeds and heroic achievements. Among those who bravely fought was Dr. L. J. Clark, who, when but a beardless boy, heard the tocsin of war sounded. It fired his patriotic spirit to a fervency that found relaxation only in his realization of fighting in the battles. To the call of President Lincoln for troops in the latter part of '61, young Clark promptly responded. There was need of men in the navy, and he joined that service in the mortar fleet of Admiral Porter, which soon after began operations on the Mississippi River. At the terrific bombardment of the Vicksburg forts, the hero of this story fell on the deck of the Juliette with a shattered arm from a charge of schrapnel. He lay in the hospital for months, and when he had recovered sufficiently to be moved, was sent to his home at Warren, O. Though partly incapacitated for active service, his patriotic zeal got the better of him, and when the call for more troops came, young Clark enlisted in a company formed by Capt. Joel J. Asper, at Warren. It became Co. H. of the 7th Ohio Volunteers and was sent to the Army of the Potomac under General Grant then campaigning in Virginia against General Robert E. Lee. In a skirmish near Richmond, he was wounded again and was sent to the hospital. He remained there for some time,

but finally recovered, and went home. Shortly after, he began the study of veterinary surgery, and, when completed, went to Chicago, where he has resided for thirty years, and is now one of the leading surgeons of that profession in the city. His old wounds began to trouble him several years ago. He grew weak, emaciated and thoroughly debilitated. His friends began to despair of his life. He was but a shadow of his former self, weighing only 90 pounds, a loss of nearly 50 pounds. He had the best medical attention, but it did not benefit him. "Finally a friend gave me a box of Dr. Williams' Pink Pills for Pale People," said Dr. Clark. "After taking the pills I was so much benefited that I purchased a half dozen boxes and took them. They were of more benefit than the ablest physicians' treatment. By their aid alone, I soon regained my strength. I weigh 150 pounds now, and except for injuries that can never be remedied, I am as well as ever. I consider Dr. Williams' Pink Pills for Pale People the best remedy I know of to build up a run-down system." To-day Dr. Clark is a picture of health. He is 59 years old, an active member of Hatch Post, G. A. R., and resides at 4935 Ashland Ave., Chicago. Many veterans have found Dr. Williams' Pink Pills for Pale People of inestimable value in counteracting the unhealthy effects of army life. All druggists sell these pills and highly recommend them.

after years of absence, he being a former pastor in the Congregational church here.

Mrs. C. M. Donnell and Miss Georgia Sampson will leave this morning for Cascade Locks, where they will spend the greater part of the summer months. Mr. Guy G. Willis, a young attorney of Portland, was a passenger on the through train Sunday, on his way to Washington, D. C., and different eastern cities.

Mr. Dan Malarkey, of Portland, passed through the city yesterday, on his way to Bakeoven, where he will join Mrs. Malarkey in a visit to her parents, Mr. and Mrs. Burgess.

Miss Laura Thompson left yesterday for a few weeks visit at Long Beach. While there she will be the guest of Miss Alice Wheeler, of Portland.

Miss Jeannette Williams passed through the city last evening. She is on her way East, where she will spend some time visiting relatives and friends.

Mrs. Olivia Morgan returned to Cascade Locks yesterday, where she will make her home for the present at least. She was accompanied by Mrs. O. Barrett, who will visit her for a short time.

Miss Minnie Sandrock, who has spent the summer in the millinery business at Grass Valley, returned home yesterday morning. She was accompanied by her little sister, Lena, who has been visiting her for a few weeks.

BORN.

In this city, July 18th, to Mr. and Mrs. Phillip Surad, a son.

Our baby has been continually troubled with colic and cholera infantum since his birth, and all that we could do for him did not seem to give more than temporary relief, until we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. Since giving that remedy he has not been troubled. We want to give you this testimonial as an evidence of our gratitude not that you need it to advertise your meritorious remedy.—G. M. Law, Keokuk, Iowa. For sale by Blakeley & Houghton.

Buckley's Archa Salve.
The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Blakeley and Houghton, druggists.

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